



# Aviation Investigation Final Report

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<b>Location:</b>	Heber City, Utah	<b>Accident Number:</b>	GAA18CA127
<b>Date &amp; Time:</b>	February 12, 2018, 15:53 Local	<b>Registration:</b>	N338HW
<b>Aircraft:</b>	Hughes 369	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

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## Analysis

The helicopter pilot reported that he was maneuvering at a low altitude in an attempt to net an elk. When the helicopter was approximately above the elk, his attention was immediately focused forward due to a small rise in terrain. He pitched the helicopter's nose up, and the helicopter started to shake and spin. Subsequently, the helicopter struck the ground, the right skid broke, and the helicopter came to rest on its right side.

Postaccident examination revealed that the tail rotor had struck the elk when the pilot pitched the helicopter's nose up.

The helicopter sustained substantial damage to the tailboom and rotor.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain clearance from an elk while maneuvering at a low altitude.

## Findings

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<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Personnel issues</b>	Monitoring environment - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Animal(s)/bird(s) - Effect on operation

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Miscellaneous/other (Defining event)
<b>Maneuvering-low-alt flying</b>	Collision with terr/obj (non-CFIT)
<b>Other</b>	Roll over

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 2, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 25, 2016
<b>Flight Time:</b>	(Estimated) 4877.7 hours (Total, all aircraft), 1670 hours (Total, this make and model), 4700.3 hours (Pilot In Command, all aircraft), 275.2 hours (Last 90 days, all aircraft), 95 hours (Last 30 days, all aircraft), 6.4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hughes	<b>Registration:</b>	N338HW
<b>Model/Series:</b>	369 D	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	890559D
<b>Landing Gear Type:</b>	High skid	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 30, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	6339 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rolls Royce
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	HELIWILD INVESTMENTS LLC	<b>Rated Power:</b>	420 Horsepower
<b>Operator:</b>	HELIWILD INVESTMENTS LLC	<b>Operating Certificate(s) Held:</b>	Rotorcraft external load (133), On-demand air taxi (135)
<b>Operator Does Business As:</b>	Helicopter Wildlife Services	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPVU,4497 ft msl	<b>Distance from Accident Site:</b>	32 Nautical Miles
<b>Observation Time:</b>	22:56 Local	<b>Direction from Accident Site:</b>	258°
<b>Lowest Cloud Condition:</b>	Scattered / 6000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 8000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.330001,-111.043609(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Eric McRae; FAA; Salt Lake City, UT
<b>Original Publish Date:</b>	May 14, 2018
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96736">https://data.nts.gov/Docket?ProjectID=96736</a>

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